

TO : MEDTC [REDACTED] DATE : 7 August 1973
Attn: [REDACTED] REF. No. : SCR/PNH73101
FROM : SCR PNH
SUBJECT : Monthly Report - July 1973

The following report is a recap of the happening for the month of July 1973. As it is impossible to cover all the programs progress and problems only the more pertinent ones are covered.

In general there appears to be a slight increase in interest in most areas and personnel are beginning to accept suggestions and recommendations more freely.

There is still much room for improvement and there remains numerous obstacles to hurdle before the available productive man/hours are properly utilized and turned into a better Operational Ready (O/R) Rate of the aircraft and equipment.

C-47/AC-47 Program

The workload for this program remained constant during the entire month. The operational ready rate showed improvement over previous month, ready rate could have been better but due to poor scheduling of P.E. Inspections and KAF running completely out of hydraulic fluid the ready rate was good as could be expected. On two separate occasions during the month there were four (4) C-47 aircraft input into P.E. Inspection at the same time.

This section is unable to handle this quantity of P.E. Inspections at one time due lack of manpower. Maintenance Control has been advised on this problem and hopefully in future they will be able to schedule the P.E. more appropriately.

Several C-47 aircraft were grounded during the month for lack of hydraulic fluid. On one occasion fluid was drained from hydraulic reservoirs on three (3) aircraft in order to release several T-28 aircraft that were scheduled to go to Thai-Am. Supply has been notified to monitor stock levels more closely. Shortage of hydraulic fluid still exists as of the time of this writing.

AC-47 43-15773 was released to operations the latter part of the month from engine modification and installation of smoke removal kit.

AC-47 45-1116 that was damaged several months ago is nearly ready for ferry flight to Thai-Am. Temporary sheetmetal repair is 95% complete and installation of left hand engine and propeller are in progress.

AU-24A Program

The AU-24A program showed improvement in all phases. Operational Ready rate was very good considering there were three (3) aircraft MCRS for parts the entire month. Aircraft 72-1329, one of the aircraft that has never flown was put into operation during the month. This aircraft required only one part to be cannibalized to make it operational, the part was removed from 72-1320 which returned from an outstation with battle damage.

Two accidents occurred during the month. Aircraft 72-133 tail section was substantially damaged during take off at Fochontong and aircraft 72-1330 tail section damaged during landing at outstation.

Biggest problem area in this section is there is no electrical power in either hangar. This situation causes maintenance delays especially when aircraft are in P.E. Inspection. An air source would also be nice to have, as are presently using portable air compressors which causes delays due dead or batteries missing from these units and in most cases the gas tanks are empty.

UH-1H Program

This program was hampered all month with all sorts of problems. The source of each problem was directly related to improper Supply procedures.

Six (6) Choppers were down during the month for short shaft boots, when the boots arrived, there was no grease to repack the short shafts. Several aircraft were down due no turbine oil available, also during this period the KAF was out of hydraulic oil. During this period several gun ships were down due special grease for gun system not available.

On 2 July helicopter 71-2082 was damaged when a jeep was driven into the fuselage, this aircraft has been repaired locally and is now operational.

On 6 July helicopter 71-20266 was substantially damaged when it hovered into helicopter 71-20250, 71-20266 will have to go to Thai-Am for repair, 71-20250 was repaired locally and now operational.

On 21 July helicopter 67-17604 crashed on take off while operating outstation. Exact extent of damage is unknown at this time however rumors indicate that the helicopter is substantially damaged. Recovery attempt is in progress.

T-28B/D Program

T-28B availability was fairly good during the month. Three (3) aircraft were flown to Udorn for training purposes and two (2) aircraft were flown to Thai-Am. Two (2) engines were changed, one (1) was over due time change and one (1) for premature failure.

T-28D availability was average to below average. Nineteen (19) out of the thirty (30) aircraft assigned are located out of country with the majority at Thai-Am and the remainder are supporting a Pilots Training Program at Udorn.

T-28D 51-7833 damage repair and engine and prop change were completed, this aircraft is scheduled to go to Thai-Am the first part of August 1973. Crash damage repair on 51-7839 has not started yet due to priorities on other aircraft, hopefully work will be started next month. Overall availability for both T-28B and T-28D were affected by lack of hydraulic fluid.

O-1A/D Program

This program was fairly routine during the month, availability remained constant with no major problems. Lack of proper parts book for radios installed in this type of aircraft is beginning to create problems. Airborne radio Advisor is aware of this situation and corrective action has been initiated.

On 3 July O-1A 51-12492 suffered a hard landing, the aircraft was substantially damaged. Without an airframe jig repair of this aircraft is beyond KAF capability. The fabrication of the O-1D Fuselage Jig is expected to be completed by 1 September 1973.

Heavy maintenance has completed repair on O-1D 55-4662, repair of O-1D 55-4738 is about 60% complete as of the time of this writing.

U-1A Program

This program for all practical purposes was unoperational during the month of July. On 2nd July 55-3327 ground looped on landing while operating outstation. Information received indicates that this aircraft is a total loss. On 5 July 58-1709 was damaged during landing while operating outstation, exact extent of damage is unknown at this time.

Sheetmetal repair on 55-3253 was completed toward the end of the month this will be KAF's only flyable U-1A.

SHOPS

Maintenance Control Section

Work procedure sheets have been received and maintenance procedures have been initiated, but the total results of this effort was no action being taken by the KAF. A renewed interest in the project is needed.

Inspection of the aircraft records is in progress. This is a time consuming project due to errors being found on time control components on several aircraft, time control component serial numbers do not match the serial numbers actually installed on the aircraft. Plan to initiate a serial number check on all time control components when the aircraft is input for heavy service. A procedure in handling time control components was initiated and routed to all concerned.

T-28D aircraft tail number 50-279 was found to exceed the 12th Phased Inspection schedule. The KAF performed a 11th Phased Inspection instead of sending the aircraft for 12th Phased Inspection to Thai-Am. The matter was brought to the attention of [REDACTED] and to MEDTC. It was decided by MEDTC to let the aircraft fly to a minimum until approval and clearance is obtained to ferry the aircraft to Thai-Am for 12th Phase Inspection.

Another major error was found on T-28B aircraft tail number 138241. The engine and propeller exceeded the authorized overhaul time interval by more than 200 hours. It was decided by the KAF to ground the aircraft immediately for engine and propeller change.

The updating and reviewing of aircraft records are producing problems that the KAF were not aware of in the past. This is attributed to lack of interest or lack of training to a few lower grade personnel in the Records Section.

The updating/inspection of aircraft records and at the same time giving OJT training to the weaker personnel is being conducted daily. Hopefully, this will aid considerably in bringing the KAF Records Section into a more rapid transition to a dependent self sufficient section.

Technical Training Control Section

Training activities for the month of July had not materialized as planned. Out of the 6 new courses which had been scheduled, only T.O. system and Hantools were conducted. The maintenance activities could not supply students to undergo training on Aircraft Hardware, Shop Math, T-28 Ignition system, and C-47 Fuel system. The lack of students may be caused by too heavy workload coupled with the detail of mechanics for out of country training which depleted the number of personnel available for duty.

A group of 63 students, ESOT/15 from Battambang reported for On-The-Job Training on 3 July. Their training could not be started however due to a Base Order which stated the first week of August as the starting date. On 26 July, 32 students from this group departed for Thailand to study the C-123K aircraft. The 31 remaining students presently are undergoing informal training until the first week of August when their formal OJT starts.

The preparation of a run-up test for C-1D aircraft was started. Due to the English classes, 4 hours daily, the Training Advisor could not finish this project. The remaining two hours a day is utilized for supervision, making of schedules, editing and or preparation of tests, etc.

Section II - Training Accomplished

<u>No of Students</u>	<u>Subject</u>	<u>Training Hours</u>	<u>Type of Trng</u>
15	English, Class I	452	Classroom/OJT
21	English, Class II	312	Classroom/OJT
10	Handtools	134	Classroom
4	Instrument System, C-47	58	Classroom
* 4	AF Tech. Order system	76	Classroom/OJT

(*) Completed 27 July 1973.

Section III - Problems

The detail of both the training control and assistant training control officers, [REDACTED] is another bad break for the training section. Another officer [REDACTED] was assigned as part time training control officer with primary duty as assistant field maintenance officer. In this connection, he cannot be available at training section at all times. This has caused a delay in the making of decisions, poor discipline and too much laxity of the training staff. [REDACTED] is genuinely interested in his new assignment and his trying to perform his duty to the best of his ability, but how can anyone perform efficiently two full time duties at the same time?

A slide projector was drawn from Supply last 2 July, however, the most needed equipment, a typewriter and a ditto machine are still unavailable. Lack of these items had caused a considerable delay in the preparation of training records, reports, and most especially student test quizzes. Since the breakdown of the mimeograph machine at the base, no test has been administered and it is quite hard to evaluate the students.

The English classes are conducted as usual but the number of students in each class have dwindled gradually. Sometimes classes had to be suspended because only a few students reported for class. In this connection, it is also very difficult to have students for the other courses scheduled. We have the instructors and the lessons ready, but how can we conduct a course without students?

Section IV - Plans

a. To start OJT for the ESOT/15 students on the 1st week of August.

- b. To continue the run-up test for C-1D aircraft.
- c. To update all training charts due to reassignment of personnel.
- d. To conduct meeting at least once a week for suggestions and problems encountered.

Aircraft Ground Equipment (AGE)

Bi-weekly and bi-monthly service completed. Several equipment long dealined were released into service. Two more bomb lifts work in progress. Expected to be released early weeks of August.

Modification of gas tanker transfer pump units also completed - Tested and released.

Training

<u>Subject of Training</u>	<u>No. of Students</u>	<u>Total Hours</u>	<u>Type of Trng</u>
Differential Adjustment	5	20	Actual
Electrical Trouble Shooting	5	20	Actual Oral
Carturation	5	15	Actual Oral
English Conversation	10	20	Actual

Problems

As of last reporting date AGE problems remain as is. Need of working space and canvas covers for all exposed equipments still need to be discussed with MEDTC and KAF top brass.

Plans

Plan for building a toilet facilities between the AGE building has to be submitted and discussed at KAF Headquarters.

Plan will also be submitted to clear the area between hangar four (4) and Armament Shop to consolidate all equipments in one area.

Sheetmetal Section

A brief concise narractive of accomplishments during the reporting period.

1. Completed installation of electrical wiring for American type grinding (stone) machine, paint shaker and drill press at machine shop building.
2. Assisted the repair of AU-24A aircraft 72-1320 due to tail gear collapse at Battambang Air Base. Work completed 2 July 1973.
3. Supervised the installation of emergency smoke removal system on C-47 aircraft 43-15773, work completed 5 July 1973.
4. Completed repair of Bell UH-1H aircraft 71-20282 at Battambang Air Base, which was hit by military service jeep, work completed 11 July 1973.
5. Supervised the temporary repair due to hard landing, collapse of left main landing gear and damage of engine nacel, wing center section and left hand wing tip on C-47 aircraft 45-1116, work completed 23 July 1973.

6. Supervised the damage repair approximately three (3) feet diameter at center bottom fuselage due to hard landing on U-1A aircraft 55-3253, work completed 27 July 1973.
7. Supervised the manufacture of flare box container for Armament Shop, work completed approximately 80%.
8. Supervised the damage repair of bottom fuselage at four corners of cross tube skids on Bell UH-1H aircraft 71-20277, work completed approximately 80%.

Training

<u>No of Student</u>	<u>Subject</u>	<u>Total Hours</u>	<u>Type of Trng</u>
3	Reskinning	10	OJT
6	Splicing Skin Panels	12	OJT

Problems

1. Insufficient spray guns.
2. One (1) conex is needed for storage of flammable material for paint shop.
3. Insufficient drill bits.

Plans

1. To make major repairs on damage tail wheel section on two (2) AU-24A aircraft 72-1331 and 72-1333.
2. To start repair of crack torque box support angle on T-28D 51-7839.
3. Modification of horizontal stabilizer in all type of T-28 aircraft not yet complied with.

Armament Section

Workload for this section remained fairly constant during the month. Parts request were submitted for all special tools for the repair of 50 cal. machine guns.

Plans were drawn up to set up a historical record section for all machine guns by serial numbers, this will help controlling barrel changes and overhaul periods.

Plans were drawn up to construct a bore sight target for AU-24A launchers. There is a possibility that the T-28 bore sight target can be adapted so it can be used for AU-24A aircraft also, if this can be accomplished this project should be fairly simple to complete.

M93 gun specialist spent three (3) days demonstrating proper cleaning and greasing procedures, hopefully this demonstration will solve some of the problems experienced with this system. Locating proper ammunition for this gun system has been a problem all month. MEDTC has advised KAF that correct ammunition is in country but no body seems to know where it is at.

Overall Problem Areas:

It has been noted that lack of common hand tools is causing delays in all phase of maintenance, also many of the hand tools being used are metric. KAF Section Leaders were advised that common hand tools are available in KAF Supply and they should submit 1150's to draw tem out. They were also advised that the use of metric tools will not be tolerated and should be removed from aircraft maintenance areas.

The chronic drill bit problem still exist today. Sheetmetal and machine shop mechanics are constantly delayed due lack of sufficient drill bits. 1150's have been submitted time and again however stock levels set are not being filled. As of the time of this writing sheet metal mechanics tools boxes have not been made up yet, supply has been notified on this matter and hopefully in the near future sheetmetal mechanics will be property equipped.

It appears that for example a radio mechanic is working on an aircraft all other phases of maintenance stops until the radio man is finished. In other words sheetmetal work and radio work can't be done at the same time on the same aircraft. How when or why this procedure got started is unknown, in any event it caused aircraft to be done for extended periods of time, T-28D 51-7833 is a prime example of this procedure.

Lack of OIC's supervision and poor attendance of mechanics is probably the biggest overall maintenance problem. For all practical purposes there is no maintenance being preformed from 1100 hours to 1430 hours daily, if this situation cannot be corrected the O.R. rate will remain about the same.

Airborne Radio/Electrical Instrument Section

Technical Orders and Test Equipment for AU-24A Comm./Nav. systems were the recent addition to shop inventory. A locally manufactured alternate test facility for testing AU-24A's ARC's -114, -115, -116 and C6533/ARC was completed.

An additional form was prepared and issued for every input service items for mechanic to comply with in conjunction with the original Work Procedure Sheets. It will enable the shop to control and monitor repair and maintenance activities including repair materials. However, these forms will be submitted instead of the usual WP3's for shop QC Inspectors processing and be kept for future reference.

Shop service record for month ending 30 July 1973:

Input	-	224 units
Output	-	229 units
Repair Support	-	62 units
Reparable Balance Forward	-	121 units

Several shop technical publications were updated upon receipt of the newly received revisions.

For the Electric/Instrument Shop, a renewed effort in establishing a better repair and maintenance organization was initiated during the stay of the Instrument Specialist from TMN. More applicable T.O.'s and test equipment were recommended. Operating instruction on the use of the Absolute and Differential Pressure Manometer Type E-1 was conducted. It was noted that the existing vacuum and pressure sources applied to the equipment were below and above the specified range respectively. Therefore, installation of the suggested types of pneumatic equipment be made prior to a proper use of the unit.

Plan

Will continue on projects now in progress and those enumerated in my previous reports.

Engine Build-up Section (EBU)

July has proved to be a busy month for EBU Shop. T-28 engine changes have increased to the point, where we have exhausted our supply of serviceable R1820-86 engines. C-47 engine status remains about normal with four (4) serviceable R1830-90D engines still on hand. However the four (4) reparable C-47 engines in EBU Shop are awaiting shipping containers to return these components to the overhaul facility. The same situation exists with O470-15 engines, in that eight (8) reparable engines require shipping containers. During July nine reparable props (C-47 and T-28), seven R1830-90D engines and six R1820-86 were prepared for shipment and returned to overhaul. The remaining eleven O470-15, two (2) O470-11 and one (1) PT6A-27 engine. Should be returned to overhaul during the first week of August.

Paint and Equipment to remodel the EBU office and tool crib arrived on the twenty fifth of July, and work will be started on this project as the workload permits.

The same basic problems exist now in the EBU Shop, as in the past. However, to a lesser degree. Some improvement in organization and discipline have been noted. The OIC is a capable and willing worker, in fact too willing, as he still carries the bulk of the workload, instead of insisting his subordinates complete a work assignment. Problems beyond his control also cause undue delays in the proper completion of scheduled work assignments, i.e. parts ordered from Supply take from two(2) to five (5) days to be delivered, and in most cases EBU Personnel must obtain their own transportation to pick-up a large or bulky component.

These items noted above will require close attention during August and before the arrival of the C-123K Aircraft.

Further improvement is needed and should be forthcoming before the end of August.

Supply

Due to numerous new requirements falling on KAF Supply activity continues to increase. Emphasis has been placed on C-123K spares requisitioning and other priority requirements placed by various activities due to known deadlines. It is believed numerous parts shortages will have a direct impact of operational capabilities of C-123K aircraft upon their arrival. Numerous errors have been noted in the spares listing received from Thai-Am both in incorrect stock numbers for the type of aircraft and in insufficient quantities recommended as stock levels.

Examples are FSN 2925-9867919 spark plug with recommended level of each (should be 2,500 each initially) and FSN 2925-7891106 spark plug not listed in ISSL as required. Later receipt of an ISSL from USAF required double screening of cards and other errors noted in both ISSL's. USAF ISSL listed FSN 2925-7333516 spark plugs which are used on R1820 and O-470-15 type engines. A later list considered essential high usage items received by MEDTC from Thai-Am revealed many items not listed in either ISSL. For those items listed in ISSL's Thai-Am recommended much higher quantities and due to the nature of items research revealed that quantities previously recommended were far to low. All errors have been corrected as noted and additional quantities requisitioned where necessary when known to be below minimums required. Further errors are expected to be completed within eight (8) days.

Personnel Training:

No progress has been made to provide daily training for NCO's in small groups and none is expected. No formal OJT is taking place and supervision continues to be weak and almost nil. The newer, inexperienced NCO's learn by rote only picking up Do's and Don'ts from older more experienced NCO's. Publication of Khmer Language supply procedures has finally taken place but for some reason have not yet been placed in the hands of NCO's.

Warehouse Stock Relocation Program:

Placement of bin shelving on dexion racks is more than 50% completed and actual relocation of stock will begin in a few days with the arrival (on Call Order) of [REDACTED] from Vientiane to assist in program for 4-6 weeks. It is hoped that step by step procedures provided will be followed to avoid as much confusion as possible and obtain maximum utilization of KAF personnel involved as well as day to day recommendations [REDACTED]

Material Control/Stock Records Section:

Screening of C-123K ISSLS has been completed to allow for final processing of requisitions yet to be placed. Still on hand for screening is the O-1A ISSL and other smaller listings from various activities. Instructions were received from MEDTC to increase T-28D stock levels by 40-50% due to a like increase in the number aircraft scheduled for KAF. An old T-28D ISSL including armament spares and recommended methods for accomplishing this task has been provided to Chief of Supply. These activities coupled with impending physical inventories places a large burden in this area and it is hoped OIC's will seek advice and provide necessary supervision to insure completion in a timely manner.

Requisitioning/Requirements Section:

This area operates efficiently and at a steady pace. Although some delays are encountered periodically due to lack of funds in certain areas the problem is usually solved in a few days to clear up backlogs. Several such delays have occurred during C-123K requisitioning. In and outbound message is steadily increasing placing a heavy burden on the Requirements Officer, who is the only Supply Officer capable of analyzing problems outlined in messages and drafting necessary replies. A letter outlining his duties and responsibilities will be prepared requesting assistance in obtaining a junior officer, with English language capabilities for OJT and eventual message handling and supervisor of others.

Shipping and Receiving:

A large backlog of reparable parts are on hand awaiting shipment to Udorn. This is due to no C-47 flights in several weeks by KAF. Over 4,000 pounds of cargo is also backlogged at Udorn for the same reason. The Chief of Supply has advised that lack of fund (KAF) is primary cause for the long delay in flights.

Summary:

Progress for completion of tasks at hand will continue to be slow as well as improvements in many problem areas defined numerous times before. Worthy of mention is that the Chief of Supply, previously non-receptive to ideas or recommendations made by anyone has recently and is currently very receptive to offerings by the Supply Advisor which if followed through with will eventually reverse the hap-hazard direction of supply in the past.

The Chief of Supply also advises he is due in the near future to depart for CCNUS for Supply Officer training of a year's duration. Depending upon his replacement it is not known what effect this will have on the Supply Department.

Original Signed Sgt.
and
E.J. Griffin

cc: AGO UTH via MEDTC
MEDTC Training Section
AVP BKK (2)✓
PRES TPE
CA & CR UTH
File